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# A NEW BEGINNING



Thirtieth Annual Report to Congress

March 2009



Metropolitan Transportation Commission



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Published by the Legislation and  
Public Affairs Section

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TRANSPORTATION  
COMMISSION**

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March 2009

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**To Our Federal Representatives:**

In 2009, Congress will have the opportunity to authorize a new federal transportation program. This legislation should address the concerns Americans care about most: the economy and jobs, national security, energy policy, gas prices, environmental stewardship and climate change. We urge you to be bold as you go about this task. This is not a time for tinkering around the edges. Instead, the federal transportation program should be fundamentally restructured to focus on key national priorities. With our nation's infrastructure in a state of decay (graded "D" by the American Society of Civil Engineers), "more of the same" just won't work anymore.

The timing of the next transportation bill provides a unique opportunity to move us in a new direction. Making the most of this opportunity will require bold and visionary leadership of the type demonstrated by Franklin D. Roosevelt and Dwight D. Eisenhower, who both seized pivotal moments in American history to move this country forward. FDR lives on today through the many bridges, roads and civic buildings that provide the vital infrastructure we take for granted in our communities. Similarly, Eisenhower's creation of the National Interstate and Defense Highways System was a visionary endeavor that dramatically improved personal and commercial mobility, fueling economic prosperity for decades to come.

The nation once again finds itself at a crossroads.

While the recently adopted American Recovery and Reinvestment Act was a necessary step to shore up our ailing economy, we need a new transportation policy in America. The next bill should consolidate the existing 108 federal programs into a few core programs that are focused on key priorities, such as preservation of our existing assets, metropolitan mobility, goods movement and environmental sustainability. The next bill should be performance-driven, outcome-based, generally mode-neutral and refocused to pursue objectives of genuine national interest.

Secondly, to address the plain fact that transportation trust funds are insolvent, Congress should raise the fuel tax in phases over several years. But the fuel tax shouldn't be the only user fee promoted in the next act: Congress should also provide for a new user-fee-based goods-movement program.

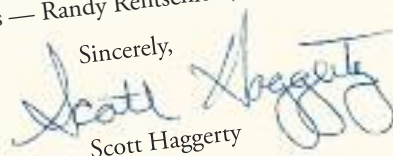
We appreciate your interest in transportation issues and look forward to working with you and your staff in 2009. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

MTC Executive Director — Steve Heminger (510.817.5810)

MTC Washington, D.C. Advocate — Tom Bulger (202.775.0079)

MTC Director, Legislation and Public Affairs — Randy Rentschler (510.817.5780)

Sincerely,

  
Scott Haggerty  
Chair





**“Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods...**

**Together the unifying forces of our communication and transportation systems are dynamic elements in the very name we bear —**

**United States. Without them, we would be a mere alliance of many separate parts.”**

— Dwight D. Eisenhower



Photo: ©2002 SuperStock



Photo: FPG/Hulton Archive/Getty Images

**“The process of the constructive rebuilding of America cannot be done in a day or a year.”**

— Franklin D. Roosevelt



# Rebuilding America — A State

**The national commitment to maintain our transportation system in a state of good repair should have the following key elements:**

- It should be performance-driven, cost-effective and multimodal.
- Funding levels should be based on an assessment by the U.S. Department of Transportation (DOT) to determine critical system needs.
- The federal government should be responsible for up to 80 percent of the cost.

## How to Get There From Here

As a starting point, the bill should mandate that DOT conduct a comprehensive assessment for bringing our federally significant transportation infrastructure into a state of good repair.

In the interim period before the study is completed, funds should be allocated to states using traditional highway formulas, with a requirement that spending restore the transportation system to a minimum state of good repair.

**A**s a nation, we have invested trillions of dollars in building an intricate network of roads, railroads, transit systems, seaports and airports that collectively constitute our national transportation system.

It is essential to our national economic and security interest that we not squander this legacy left to us by previous generations. Yet we have allowed our infrastructure to deteriorate and, in some cases, crumble.

**Reversing this trend needs to be a major objective of the next transportation bill.**

While the federal government should not be expected to solve this problem on its own, it must play an appropriate role to protect the national interest.

**How big is the need? According to United States Department of Transportation (DOT) data, \$79 billion per year would be needed just to preserve the highway system in its**

The August 2007 collapse of the Interstate 35 Minneapolis River Bridge was a wake-up call about the state of the nation's infrastructure.





# of Good Repair

current condition, while more than \$132 billion would need to be spent to improve conditions.

According to DOT, ride quality was unacceptable on more than 25 percent of urban arterials in 2004, a 20 percent increase from the prior decade.

For transit, DOT estimates that an investment of almost \$16 billion per year is needed to maintain current conditions, while \$22 billion is needed to improve conditions and performance.

In the Bay Area, where two-thirds of our transportation funding is generated locally and regionally, we face a \$40 billion shortfall over the next 25 years for transit capital replacement and roadway maintenance funding, as shown in the table below.

## Funding Shortfalls in the San Francisco Bay Area's Draft Transportation 2035 Plan

(in billions of year-of-expenditure \$)

Maintenance	Total Need	Expected Funding Available	Shortfall
Local Streets and Roads	\$34.5	\$23.3	\$11.2
Transit Capital Replacement	\$40.3	\$24.2	\$16.1
State Highway Maintenance	\$17.0	\$4.0	\$13.0
TOTAL	\$91.8	\$51.5	\$40.3

## American Society of Civil Engineers 2009 Report Card

### Roads: D-

Americans spend 4.2 billion hours a year stuck in traffic at a cost to the economy of \$78.2 billion, or \$710 per motorist. Poor road conditions cost 14,000 Americans their lives, and cost motorists \$67 billion a year in repairs and operating costs. One-third of America's major roads are in poor or mediocre condition and 36 percent of major urban highways are congested. The current spending level of \$70.3 billion per year for highway capital improvements is well below the estimated \$186 billion needed annually to substantially improve the nation's highways.

### Bridges: C

More than 26 percent, or one in four, of the nation's bridges is either structurally deficient or functionally obsolete. While some progress has been made in recent years to reduce the number of deficient and obsolete bridges in rural areas, the number in urban areas is rising. A \$17 billion annual investment is needed to substantially improve current bridge conditions. Currently, only \$10.5 billion is spent annually on the construction and maintenance of bridges.

### Transit: D

Transit use increased 25 percent between 1995 and 2005, faster than any other mode of transportation. However, nearly half of American households do not have access to bus or rail transit, and only 25 percent have what they consider to be a "good option." The Federal Transit Administration estimates \$15.8 billion is needed annually to maintain conditions and \$21.6 billion annually is needed to improve conditions. In 2008, federal capital outlays for transit amounted to only \$9.8 billion.

### Rail: C-

A freight train is three times as fuel efficient as a truck, and traveling via passenger rail uses 20 percent less energy per mile than traveling by car. However, growth and changes in demand patterns create bottlenecks that are already constraining traffic in critical areas. Freight and passenger rail generally share the same network, and a significant potential increase in passenger rail demand will add to the freight railroad capacity challenges. More than \$200 billion is needed through 2035 to accommodate anticipated growth.

Source: American Society of Civil Engineers





# A National Metropolitan

## Congress should create a Metro Mobility Program that:

- Provides direct-funding allocation to major metro areas with a population of 1 million or more.
- Establishes mode-neutral and highly flexible project eligibility.
- Requires the same local match and project screening requirements regardless of the type of project.
- Provides accountability through performance objectives consistent with national goals for economic development, congestion relief, air quality and climate change.

## How to Get There From Here

A national Metro Mobility Program should be funded by redirecting revenues that are now allocated to the Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP), as well as any proposed growth in the Federal Transit Administration's formula programs above the current funding levels.

As recommended by the National Surface Transportation Policy and Revenue Study Commission, funds should flow to the existing metropolitan planning organization, or to an alternative governing body as designated by the Governor and leading locally elected officials.

*"I would like to see some long-term reforms in how transportation dollars flow. ... If we can start building in more incentives for more effective*

*planning at the local level, that's not just good transportation policy, it's good energy policy."*

— President Barack Obama,  
February 13, 2009



Photo: SAUL LOEB/AFP/Getty Images

**W**e urge Congress to significantly strengthen the federal partnership with the American people by boosting transportation funding to the areas where most of us live, work and get stuck in traffic congestion — the metropolitan regions of America.

**A Metro Mobility Program would break out of the** modally-based fund sources that dominate the federal program today, and instead allow metro

## Metros Drive the Economy

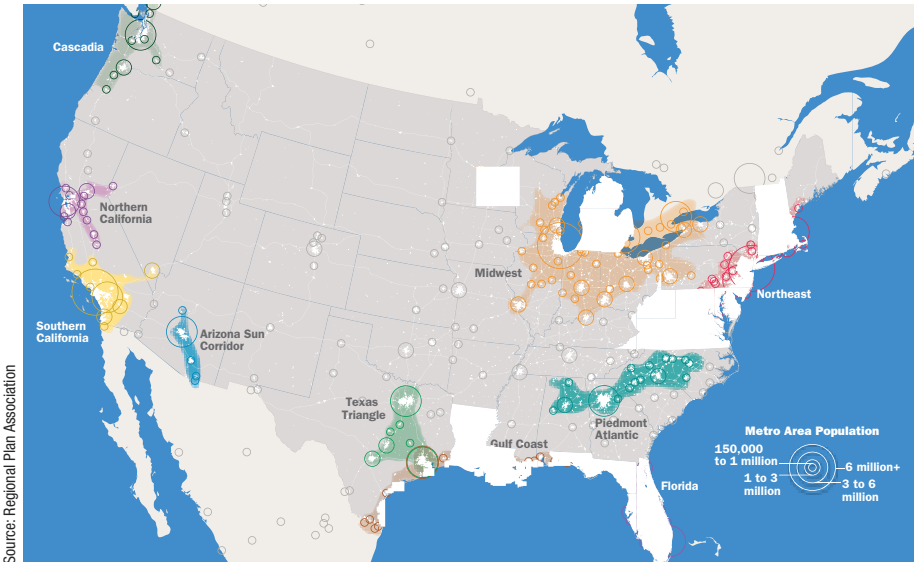
	Metro Areas >1 Million
1 Share of U.S. Population	58%
2 Share of GDP	61%
3 Share of Traffic Congestion	97%
4 Share of Transit Ridership	92%
5 Share of Population Exposure to Air Pollutants	88%

Source: U.S. Census, Texas Transportation Institute, U.S. Conference of Mayors, Environmental Protection Agency



# Mobility Agenda

## Emerging Mega-Regions Across the United States



Source: Regional Plan Association

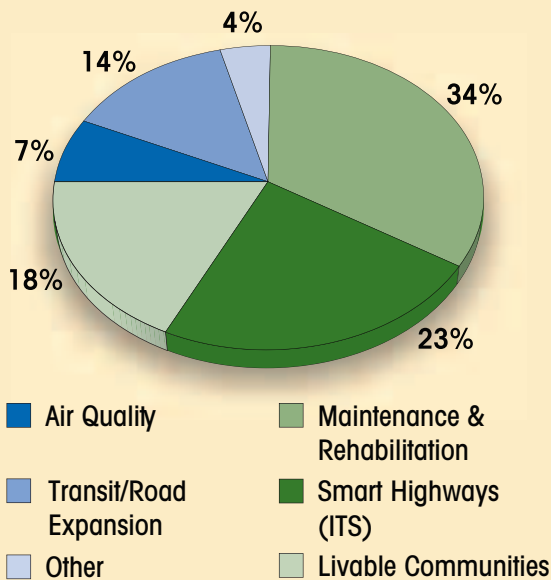
areas to determine for themselves the best use of the funds, whether it be for transit, highway, freight, or bicycle and pedestrian improvements. Congress can assure that funds support national goals by holding metro areas accountable for meeting specific performance objectives.

## Metro Mobility Works Today in the San Francisco Bay Area

Existing federal and California laws have allowed the Bay Area to become a national model for what a metro-focused transportation policy can achieve. Using flexible federal and state funds, the Bay Area has combined cost-effective system expansion and innovative smart technologies to preserve and efficiently manage our roadway and public transportation system.

Another Bay Area priority is to reduce the share of trips taken by car by incentivizing land uses that attract more transit riders and to make bicycling and walking more attractive. Our Transportation for Livable Communities (TLC) program — begun over a decade ago — has demonstrated that transportation funds can be used to greatly enhance quality of life and mobility. The TLC program provides \$30 million per year in support of higher density housing, mixed uses and jobs near transit.

**Bay Area Projects Funded with STP/CMAQ Dollars, FY 2006–09**  
**\$903 Million Total**





(continued)

# A National Metropolitan

## Change in Motion

Going forward, the Bay Area is adopting a performance-driven approach in our regional transportation plan, *Change in Motion: Transportation 2035*, to be adopted later this month. The plan's ultimate goal is to support the "Three Es" of economy, environment and equity, and to foster the kinds of changes that Bay Area residents support:

- Reduce freeway congestion to 20 percent below 2006 levels
- Reduce driving per person by 10 percent below the 2006 level
- Reduce carbon dioxide emissions to 40 percent below 1990 levels

## Transportation 2035 Plan Expenditures

	Billions of Dollars	Percent of Total
<b>Maintenance</b>		
1 Transit	\$119	52%
2 Highway	\$22	10%
3 Local Roads	\$25	11%
<b>System Efficiency</b>		
4 Transit	\$<1	<1%
5 Highway	\$3	1%
6 Local Roads	\$17	8%
<b>Expansion</b>		
7 Transit	\$29	13%
8 Highway	\$7	3%
9 Local Roads	\$3	1%
10 Risk Contingency	\$<1	<1%
<b>Total Expenditures</b>	<b>\$226</b>	<b>100%</b>

## Fix it First

Given the huge maintenance backlogs and the sizable operating costs for the transportation system that exist today, the plan invests 80 percent of available funds in maintaining and operating that system.

Beyond maintenance and operations, the plan includes three bold investment strategies that offer a glimpse of what a Metro Mobility Program could mean nationwide.

## The Next Generation of Transit

The plan continues the region's long-standing commitment to public transit through an investment of 65 percent of anticipated funds in transit maintenance, operations and our Regional Transit Expansion Program. When fully implemented, the program will provide:

- 140 new route miles of rail
- Expanded express bus service
- New ferry service
- New transit hubs in San Francisco and San Jose

A Transit-Oriented Development (TOD) policy promotes vibrant communities along transit corridors.



Transit-Oriented Development – Jack London Square, Oakland

Photo: Noah Berger





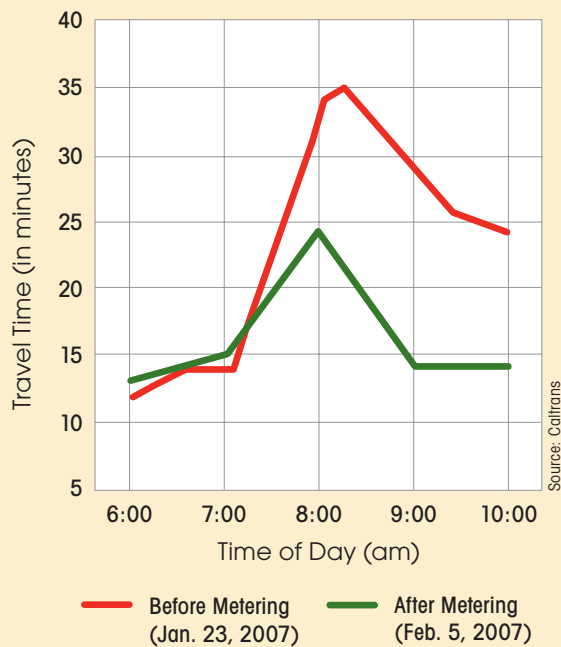
# Mobility Agenda

(continued)

## Traffic Management Reduces Congestion

### Travel Time Comparison Before and After Ramp Metering

Southbound U.S. 101 from 3rd Avenue to south of the San Mateo/Santa Clara county line



price. The plan proposes an 800-mile regional HOT lane network as a highly effective way to reduce emissions and squeeze the most capacity from our highways.

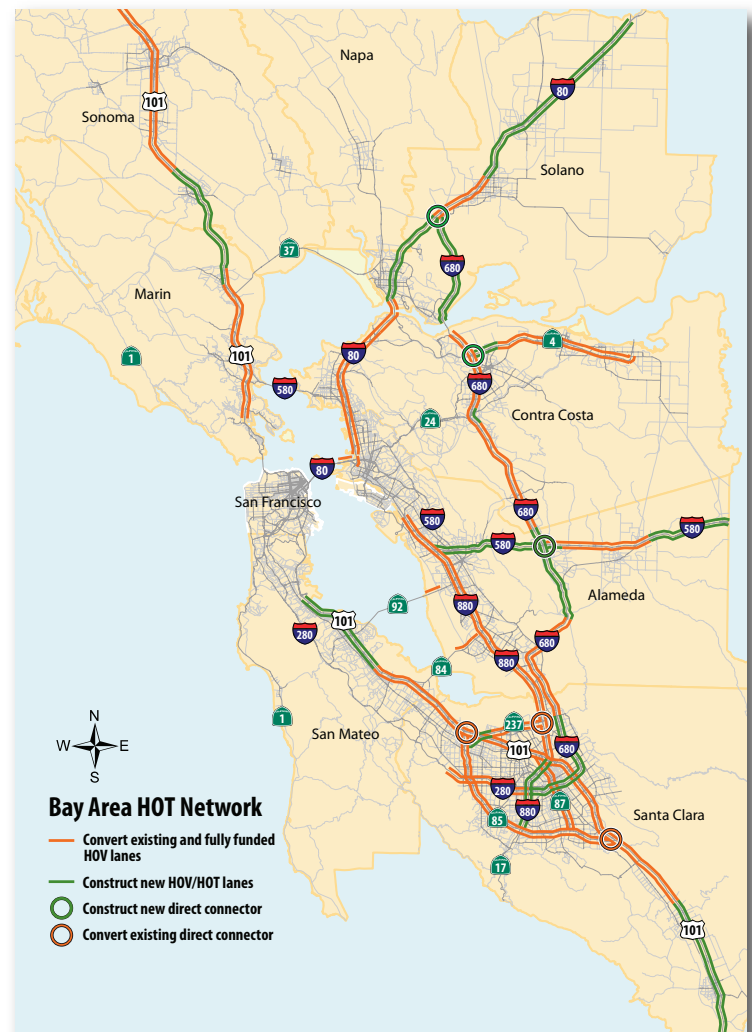
By generating new revenue through tolls, a regional HOT lane network will allow the car-pool lane network to be completed substantially faster. The estimated \$3.7 billion construction cost would be paid for with toll revenue, and generate approximately \$6 billion in net revenue available for other corridor improvements.

## Freeway Performance Initiative

The Freeway Performance Initiative is a \$1.6 billion effort to reduce congestion and improve safety on the Bay Area's freeways. The initiative will fund projects such as ramp metering and fast-response tow trucks, which are cost-effective in reducing regular daily traffic and backups caused by accidents.

## High-Occupancy Toll Lane Network

High-occupancy toll (HOT) lanes are carpool lanes with a twist: buses and carpools use the lanes free of charge, but solo drivers also are allowed to use available capacity — for a







# Fast Freight: A National

## A new national Fast Freight Program should:

- Focus on implementing highway, rail and other improvements that eliminate choke points and increase throughput in the nation's primary goods-movement corridors.
- Allow freight railroad improvements to be funded where the national benefits are substantial enough to warrant public funding.
- Be funded primarily through user fees, such as a new container fee or existing custom duties.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods-movement projects and support their investments by granting them priority for federal funding to bridge the gap between needs and local resources.

## How to Get There From Here

Require that the DOT produce a National Freight Transportation Plan with a focus on investments needed to serve the nation's economic growth, congestion reduction and other national objectives.

Establish a new user fee or redirect existing custom duties to fund the projects identified in the plan.

Interstate commerce is the historic cornerstone defining the federal role in transportation. Whether it be the construction of canals, the transcontinental railroad or the Interstate Highway System, providing an efficient method to transport goods has long been a national priority.

Yet in the last half-century, federal investment in support of the flow of goods and services has greatly diminished. With international trade projected to play an increasingly significant role in the economy, Congress should reverse this trend by creating a new Fast Freight goods-movement program.

Since 1970, the import share of gross domestic product (GDP) has tripled, while the export share has doubled. Imports through West Coast ports are predicted to grow by 183 percent by 2035, while imports through the remaining

In Northern California, the focus of trade activity is the Port of Oakland, the nation's fourth-busiest container seaport and a critical California export port.

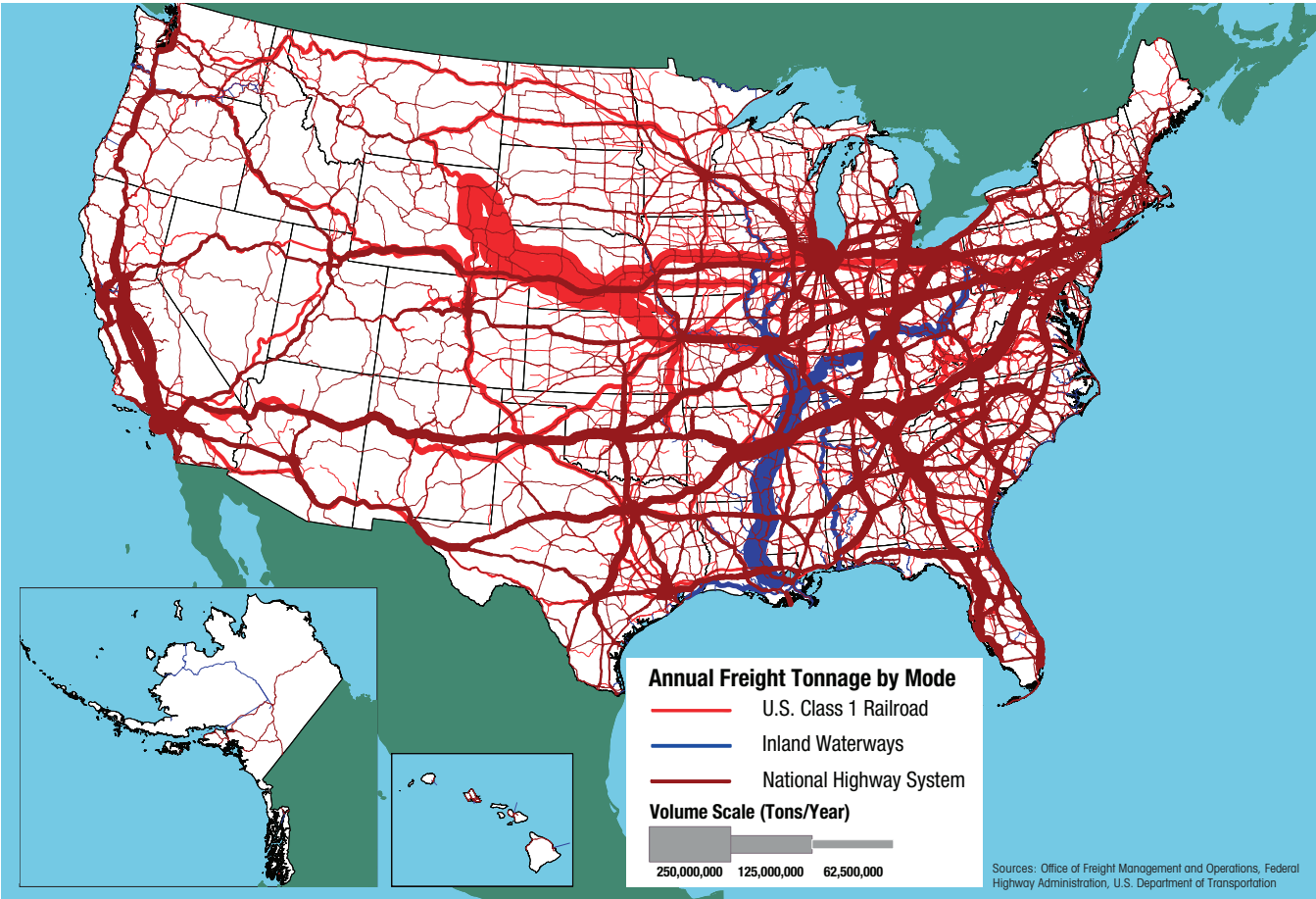


Photo: Peter Beeleer



# Goods-Movement Strategy

Tonnage on Highways, Railroads and Inland Waterways, 2002



ports are projected to grow by 43 percent. Given the importance of trade to our national economy, the federal government must help ensure that West Coast ports and goods-movement corridors can meet the projected volumes of trade.



The nation's economic well-being depends on improved highway and rail access to and from the Port of Oakland.





# The Climate Protection Imperative:

## A new Sustainable Transportation Program should:

- Ensure that future transportation investments help, rather than hinder, efforts to improve air quality, reduce greenhouse gas emissions and reduce American dependence on foreign oil.
- Allow alternative transportation modes to compete on an even footing with autos.
- Establish performance objectives for reducing greenhouse gas emissions from transportation.

## How to Get There From Here:

- Integrate climate change and land use into the transportation planning process.
- Increase metropolitan planning funding to support the development of alternative growth scenarios and sustainable transportation plans at the local and regional level.
- Provide increased funding for public transit and non-motorized transportation.

**W**ith transportation contributing 30 percent of the nation's greenhouse gas emissions — and 40 percent of the Bay Area's — there is no doubt that this sector will have to play a key role in reducing our carbon footprint.

**California has taken a leadership role with the** enactment of Assembly Bill 32, which requires a reduction in greenhouse gas emissions to 1990 levels by 2020. While anticipated changes in vehicle technology will help tremendously toward reaching this goal, achieving it will demand significant changes in our travel behavior as well.

## Support Focused Growth

**Because where we live greatly affects how we** travel, the next federal bill should support transit-oriented development as a key tool to reducing vehicle miles traveled. An MTC study of

MTC's Climate Action Campaign will fund Safe Routes to Schools, a grant program for pedestrian and bicycle improvements near schools.



Photo: Kitt Morris



# Sustainable Transportation

Bay Area residents found that those who live within a half-mile of rail or ferry stops are four times as likely to use transit, three times as likely to bike and twice as likely to walk as are those who live at greater distances. Bay Area residents who both live and work within a half-mile of rail or ferry terminals use transit for 42 percent of their work trips.

**MTC's Transit-Oriented Development policy** builds on this research by establishing minimum housing density requirements along transit corridors as a condition of receiving transit expansion funds. The federal govern-

ment should adopt similar policies to maximize the benefit of investment in public transit.

## Leading the Charge on Climate Protection

Recognizing that time is of the essence for the Bay Area's response to climate change, MTC's Transportation 2035 Plan dedicates \$400 million to fund a five-year multi-agency Transportation Climate Action Campaign to reduce our carbon footprint. The funds will be used for the following:

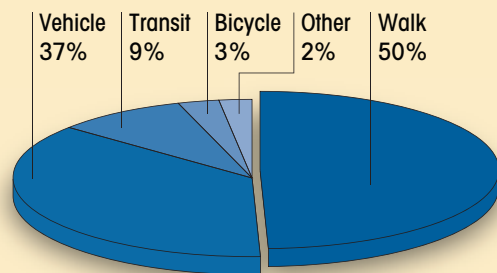
- **Climate Grants:** Innovative strategies to promote changes in driving and travel behavior
- **Safe Routes to Schools/Safe Routes to Transit:** Bicycle and pedestrian improvements near schools and public transit
- **Transit Priority Program:** Increase transit speed and on-time performance

## Walking and Rolling

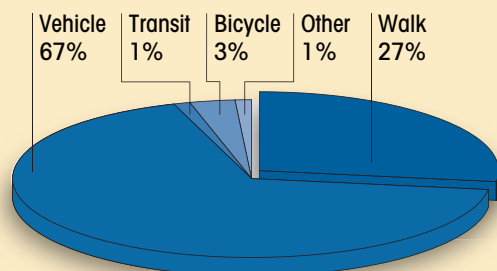
Each day, Bay Area residents use their bikes and feet to take over 3 million trips. MTC's plan commits \$1 billion to help finance a 2,100-mile Regional Bicycle Network. In addition, the plan will invest roughly \$1.6 billion in projects that improve pedestrian access to housing and transit. The next federal transportation act must support non-motorized transportation by providing additional funding to improve bicycle and pedestrian infrastructure.

### People Who Live Close to Transit Walk for More of Their Short Trips\*

#### Within 1/2 Mile of Rail or Ferry Stop



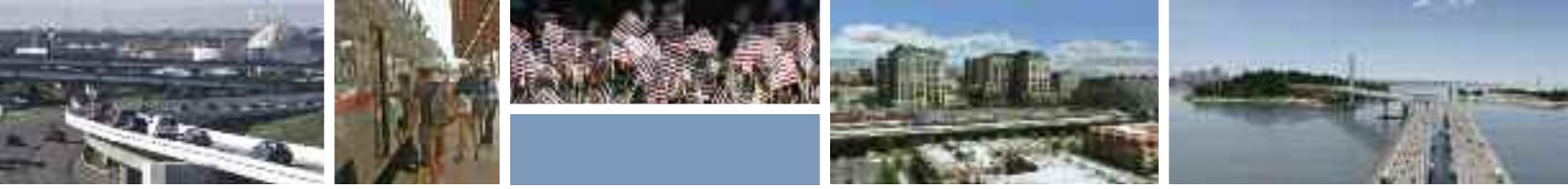
#### More Than 1/2 Mile from Rail or Ferry Stop



\*A "short trips" is a trip of 1 mile or less.

Note: Figures do not add up to 100% due to rounding.

Source: MTC



# Paying the Bill — “There Is No

We strongly support the principle of user financing that has been at the core of the nation’s transportation funding system since its inception. The federal fuel tax has not been raised since 1993 and has lost 35 percent of its purchasing power since that time. With the Highway and Transit Trust Fund balances now hovering at or near zero, the free ride is over.

## How to Get There From Here:

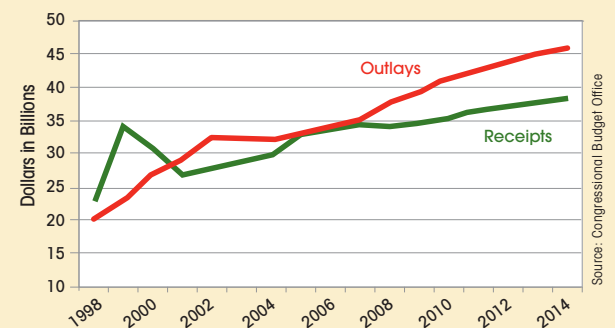
Policy changes, though necessary, will not be enough to produce the transportation system the nation needs in the 21st century. Significant increases in existing taxes and new user fees will be needed to correct a system long neglected.

- A new national freight program will require the implementation of a dedicated portion of customs duties or a new fee, such as a container fee.
- The fuel tax and other excise taxes should be indexed to offset inflation.
- Lastly, a modest but sustained multi-year fuel tax increase will be needed to make solvent the Highway and Transit Trust Funds and to achieve the basic goals of a national transportation system.

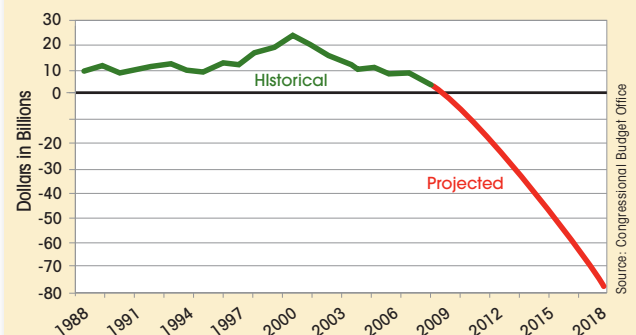
New revenues will be needed to restore the transportation system to a state of good repair, improve metropolitan mobility and goods movement, and create a sustainable transportation system.

According to the National Surface Transportation Policy and Revenue Study Commission, achieving these goals will require at least \$225 billion annually from all sources for the next 50 years. We are spending less than 40 percent of this amount today.

## Highway Trust Fund Tax Collections vs. Expenditures



## End of Year Balances in Highway Trust Fund







# Free Ride”

## America’s Annual Funding Gap

Range through 2020		
	In billions of 2007 \$	In cents per gallon
Highway	\$ 139 – \$172	71 – 88 cents
Transit	\$8.0 – \$19	4 – 10 cents
Freight Rail	\$1.0 – \$ 3	1 – 2 cents
Passenger Rail	\$ 6.0	3 cents
All Modes	\$155 – \$200	\$1.02

Source: National Surface Transportation Policy and Revenue Study Commission

A sustained and multi-year gasoline and diesel fuel excise tax increase is the first step. We recommend an amount equal to 10 cents per year, for the next four years, as the minimum amount needed. A user fee should also be established to support the new Fast Freight Program.

## Fuel Tax Expected to Remain Viable Through 2025

The Transportation Research Board recently concluded that the fuel tax remains viable as the cornerstone of the nation’s transportation system, as long as the political barriers to increasing it can be overcome. At the same time, the next surface transportation act needs to fully investigate alternatives to the fuel tax and fund the development of a national transition to a mileage-based user-fee system, also referred to as a vehicle-miles-traveled (VMT) fee.

It’s clear that in terms of land use, population growth and economic vitality — not to mention the overarching priority of lessening climate change — the Bay Area’s future, like the rest of the nation’s, cannot rest on ever-greater consumption of cheap carbon. It’s not *if* we need to move toward the future. It’s how fast and on what terms.

— *San Francisco Business Times*, Editorial  
December 26, 2008

Pump up the federal gas tax. Gas prices have fallen steeply, giving Obama room to raise the tax and help pay for roads.

— *The Washington Post*, Editorial  
May 1, 2008

Americans have perhaps realized they can’t go back to a time that prolonged oil dependency, added to greenhouse gases, and fueled gas-guzzling cars. In 2004, the Congressional Budget Office estimated that raising the gas tax by 46 cents per gallon would cut fuel consumption more quickly than raising mileage standards for Detroit.

— *The Christian Science Monitor*, Editorial  
December 10, 2008

Who will buy all the fuel-efficient cars that Detroit carmakers are supposed to make? The danger is that too few will, especially if gasoline prices remain low.

— *The New York Times*, Editorial  
December 26, 2008



# American Recovery and

**T**he American Reinvestment and Recovery Act provides \$48 billion for transportation, roughly 6 percent of the overall package.

Within eight days of the bill's enactment, MTC adopted a nearly \$500 million spending plan for the region's share of highway and transit formula funds.

## Federal Stimulus Dollars in the Bay Area

Consistent with our long-range plan, the San Francisco Bay Area is focused on a three-pronged approach that includes system preservation, strategic transit expansion, and roadway safety and "smart" highway congestion relief.

### 1. Quick-Hit System Preservation (\$393 million)

- Transit Reinvestment (\$271 million)
- Local Streets and Roads Funding (\$122 million)

### 2. Strategic Expansion to Spur the New Economy (\$70 million)

- \$70 million for BART-Oakland Airport connector

### 3. Roadway Safety and Smart Highway Congestion Relief (\$32 million)

- \$10 million for Vasco Road safety improvements in Contra Costa County

- \$3 million for North Bay safety projects
- \$19 million for freeway ramp metering in San Mateo and Santa Clara counties

## Ensure Regional Success in Project Delivery

By having a secondary list of projects "on-deck" and ready to go in the event that other projects encounter delays, the Commission will ensure that the region meets all funding deadlines.

## Future Action Required

Over the next several months, the Commission will work closely with local transportation agencies to develop a regional strategy for maximizing the Bay Area's share of discretionary programs. A key goal will be to advance high-priority projects that leverage federal funds with significant local contributions.



Photo: Peter Beeher

Funds from the American Recovery and Reinvestment Act will stimulate the economy through the creation of thousands of construction jobs.





# Reinvestment Act

## San Francisco Bay Area's Strategy for the American Recovery and Reinvestment Act

Authority	Program	ARRA	Focus Area	Project Name	Proposed Regional Investment
<b>Regional Discretion</b>					
MTC	Transit FTA 5307/5309	\$341	System Preservation	Transit Rehabilitation	\$271
			Expansion	Oakland Airport Connector	\$70
MTC	Surface Transportation Program	\$154	System Preservation	Local Road Rehabilitation	\$122
			Safety	Vasco Road Safety Improvements	\$10
				North-Bay Safety Projects	\$3
			Smart Highways	Freeway Performance Initiative	\$19
<b>Subtotal — Regional</b>		<b>\$495</b>			<b>\$495</b>
<b>State Discretion</b>					
Caltrans	State Transportation Improvement Program	\$1,222	Expansion (Proposition 1B Backfill)	I-680 Sunol Grade HOV, Southbound Segments 2 and 3	\$50
				Alameda I-580 Eastbound HOV Segment 2	\$45
				Alameda I-580 Isabel Interchange	\$68
				State Route 24 Caldecott Tunnel	\$175
				Marin I-580/US 101 Connector	\$15
				Solano I-80 HOV Lanes	\$4
				Sonoma US-101 HOV (Central)	\$43
Caltrans	SHOPP	\$500	Safety	Doyle Drive	\$50
Caltrans/MTC	Transportation Enhancements	\$77	Livable Communities	Streetscapes & Bike/Pedestrian Projects	\$10
Caltrans	Rural Transit (FTA 5311)	\$30	System Preservation	Transit Rehabilitation	\$2
<b>Subtotal — State</b>		<b>\$1,829</b>			<b>\$462</b>
<b>Federal Discretion</b>					
DOT	Park Roads/Parkways Construction	\$170	Various	TBD	TBD
NPS		\$589			
DOT	High-Speed Rail/ Intercity Rail	\$8,000	Expansion	TBD	TBD
DOT	Supplemental Discretionary Grants	\$1,500	Various	TBD	TBD
DOT	New Starts	\$750	Expansion	TBD	TBD
DOT	Transit Energy Efficiency	\$100	Clean Energy	TBD	TBD
DOT	Ferry Boat/Facilities	\$60	Expansion	TBD	TBD
DOE	Transportation Electrification	\$400	Clean Energy	TBD	TBD
DOE	Alternative Fuels	\$300	Clean Energy	TBD	TBD
EPA	Diesel Emission Reduction Act	\$300	Clean Energy	TBD	TBD
FEMA	Transit and Port Security	\$300	Security	TBD	TBD
<b>Subtotal — Federal</b>		<b>\$12,469</b>			<b>TBD</b>
<b>Total</b>		<b>\$14,793</b>			<b>\$957</b>



Under the leadership of California Governor Arnold Schwarzenegger, the Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our California's delegation in Washington, D.C. to adopt in the upcoming debate on the future of this nation's transportation policies.

## **1. Ensure the financial integrity of the Highway and Transit Trust Funds.**

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding the nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- Diversify and augment trust fund resources; authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

## **2. Rebuild and maintain transportation infrastructure in a good state of repair.**

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of the State's key transportation assets, hindering mobility, commerce, quality of life, and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

## **3. Establish goods movement as a national economic priority.**

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between needs and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.



# Leadership in Mobility



## **4. Enhance mobility through congestion relief within and between metropolitan areas.**

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

## **5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.**

California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the State's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, and road sharing – through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on the nation's transportation systems, including public transit.

## **6. Strengthen comprehensive environmental stewardship.**

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to the environment.

- Integrate consideration of climate change and joint land use transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.

## **7. Streamline project delivery.**

Extended processing time for environmental clearances, federal permits, and reviews adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible, consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for the National Environmental Policy Act, air quality conformity, and transit projects.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.



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